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1138

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The Daily Press.

HONGKONG, SEPTEMBER 18TH, 1911.

The New Japanese Ministry has been received with a good deal of approbation, although for the most part it is a reproduction of the former Saionji Ministry which came into power immediately after the close of the Russo-Japanese War. There are, however, three new figures, the appointment of one of which has excited much public attention. This is Mr. YAMAMOTO TATSUJI, who occupies the responsible post of Minister of Finance. Mr. YAMAMOTO, although he has had a large experience of financial affairs, has never held any Government position, and as it is mainly on financial questions that the new Cabinet will swim or sink the appointment may be regarded as somewhat of an experiment. The new Minister of Finance, who is 55 years of age, has had a good business training. He has occupied responsible positions in such large corporations as the Mitsu Bishi and the Nippon Yusen Kaisha, and later was connected with the Bank of Japan, attaining the post of Vice-Governor of the Bank, which he resigned in 1903. He has also been a Director of the Specie Bank, and at the time of his appointment as Minister of Finance he held the position of Governor of the Hypothec Bank. It will thus be seen that he has a good experience of finance and is in a position to accurately gauge the financial position of the country. Naturally, under these circumstances his

appointment is a popular one with business men. At the same time it is recognised that Mr. YAMAMOTO has a very difficult task before him, not only in continuing the adjustment of Japan's finances as undertaken by the late Ministry, but in preserving his position against numerous political enemies. He has never been a party man, and, indeed, seems never to have taken any part in politics, so that the attitude towards him of the party that now commands the majority in the Diet—the Seiyu-kai—is an unknown quantity. It is recalled that his resignation of the post of Vice-Governor of the Bank of Japan was owing to a disagreement with Viscount SONE, who is a powerful figure in the Seiyu-kai. However, Mr. YAMAMOTO has the business men of the country at his back, and as the downfall of the last Shinto

Ministry was due to its failure to placate this powerful section, it seems probable that should the new Cabinet fail it will not be through the fault of the Minister of Finance. The other new appointments are Baron ISHIKAWA, as Minister of War, and Mr. HASEBE, as Minister of Education. In regard to the former, Baron ISHIKAWA, although he enters the Cabinet for the first time, was Vice-Minister of War in 1903, and therefore has some experience of the duties. He has travelled largely in Europe and is popular with the army. His appointment, which hardly came as a surprise, is significant in one particular, and that is, that it separates the Ministry of War from the Governorship of Korea. Count TERASAWA, who has so long held the two positions, has consented to retain the latter, so that Japan's Policy in Korea will suffer no change. Mr. HASEBE, who has accepted the portfolio of the Education Department, is an old politician, having sat continuously in the Diet since it was constituted and being at the present moment President of the House. His Parliamentary experience is therefore great, but whether it will be of any use to him in performing the delicate duties of the Education Department remains to be seen. It may be noted that he fought under SAITO in the rebellion which followed the Restoration and suffered imprisonment.

The appointment of Baron UCHIDA, the present Ambassador to the United States, as Minister for Foreign Affairs, came somewhat as a surprise, as it was fully expected that the position would fall to Count HAYASHI, the former popular Ambassador to the Court of St. James. Count HAYASHI, however, appears to have preferred the post of Minister of Communications, in which he is expected to do well. Mr. MATSUO, the new Minister of Justice, was the rather unsuccessful Minister of Finance in the last Saionji Cabinet. The only Minister of the Kataoka Cabinet who remains in office is Baron SAITO, who has control of the Navy Department. Another interesting feature of the new Cabinet is the appointment of Mr. HARA to be Minister of Home Affairs and also to be President of the Railway Bureau, which has the management of the State Railways. The Railway Bureau, which was formerly attached to the Department of Communications, thus comes under the control of the Home Department, and, moreover, under the jurisdiction of a Minister who, when the nationalisation of the railways was first proposed, resigned his post in the Ministry of the time as a protest against what he considered a wrong policy. To the outsider Japanese politics form a difficult study, owing to the survival from feudal times of bonds of clanship, the existence of which is not now manifest. It is thus possible to find statesmen whose differences of opinion are apparently much the same as the differences between tweedledum and tweedledee arranged in opposite camps, while extremely diversified spirits are seen to cling together in an astonishingly unexplainable way. The mystery is only to be explained by an inquiry as to antecedents and feudal class from which the politicians are drawn. It was to destroy the great evil of clan Government that the late Prince Ito established the great National party, the Seiyu-kai, and although it did not seem at first as if his efforts would prove successful, there are now signs that he did not labour in vain. It is recorded as a matter of note that the new Cabinet is drawn from no less than seven prefectures, or, in other words, from seven clans. Compared with the Cabinets in the past that were drawn from two or three clans only, this may be considered a distinct advance. It is hoped that the days of clan Government in Japan have finally departed.

The Chinese section of the Canton-Kowloon railway will be opened on Monday, October 2nd. Chinese officials are making arrangements in connection with the opening ceremony. The Indian watchman who is alleged to have killed a coolie on the Li Kee wharf last week was placed before Mr. Wood at the Magistracy on Saturday on a charge of manslaughter and remanded.

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His Honour Mr. H. H. J. Gomperts, Palme Judge, has been appointed to act as Chief Justice during the absence on leave of his Honour the Chief Justice, Sir Francis Piggott.

Mr. Wong Kwong-Sim, second interpreter of the Supreme Court, passed his examination in the Hakkas dialect on the 8th inst. This is the third dialect he has mastered during the past three years.

Mr. So-King Ki, Police interpreter, has been appointed to act as third interpreter of the Supreme Court during the absence of Mr. A. J. Mackie, the third interpreter, who proceeds on nine months' leave on the 20th inst.

The body of a Chinese, about 37 years of age, which was found lying in Des Voues Road on Friday, was removed to the mortuary. Another dead coolie was removed from Queen's Road East to the mortuary.

Harvest thanksgiving services took place at St. John's Cathedral and St. Andrew's Church, Kowloon. There were large congregations at both places of worship. His lordship the Bishop of Victoria preached at St. Andrew's in the morning from the words: "Whatsoever a man soweth shall he reap."

Yesterday, after a lengthy interval, the typhoon signals were hoisted. Those at Kowloon were exhibited at Signal Hill instead of from the Water Police Station as before. A warning yesterday received from Manila reported that the typhoon was near or over Balintang Channel moving W.N.W. To-day is the anniversary of the disastrous typhoon of 1906.

Meiers, Butterfield & Swire's house flag was at half-mast on the firm's ships in port yesterday owing to the death of Mr. S. G. Kennedy, one of the assistants in the office of the firm. Mr. Kennedy, who was transferred from Shanghai last Spring, had not enjoyed good health in Hongkong. About a month ago he went into the Peak Hospital suffering from pleurisy. He had practically recovered from this, but on Saturday his condition took an alarming turn, and he rapidly sank and died of heart failure. Mr. Kennedy was under thirty years of age, and his funeral at Happy Valley yesterday was marked by many manifestations of deep sympathy by his office colleagues, and other friends.

The report of the Tangku Medical Mission Hospital and Polyclinic near Canton states that during the year 756 patients (526 men, 230 women) were treated in the hospital, and 4,935 patients (2,891 men, 2,042 women) in the polyclinic. There were 140 dispensary-days with 11,714 consultations, an average of 84 patients each day. There was an average of 37 patients in the hospital each day, each patient being about 18 days under treatment. 1,231 operations were performed, 125 being under chloroform. Dr. Eich was in full charge of the hospital and dispensary. A lady doctor helped as in former years both in hospital and dispensary. There is a Chinese medical assistant and eight medical students, who proved to be a great help both in the hospital and dispensary. This Mission is associated with the Rhenish Mission Society.

CHINESE VERNACULAR PRIMARY EDUCATION BOARD.

By an order made by the Governor-in-Council, and published in the current issue of the *Gazette*, a Board of Chinese Vernacular Primary Education has been constituted to promote efficient Chinese vernacular education in the Colony, and to collect funds to supplement the Government subsidy. The Hon. Mr. A. W. Brown, C. M. G., has been appointed chairman, and the Hon. Dr. Ho Kai, C. M. G., Hon. Mr. Wei Yuk, C. M. G., Messrs. Lam Chu Pak, Chan Kai Ming and Ho Fook, members of the Board.

The funds at the disposal of the Board shall be expended:—(1) In grants to such Chinese Vernacular Primary Schools (hereinafter called "Chinese Board Schools") as may come under its supervision and control; (2) In payment of one or more competent Chinese scholars with experience of teaching to act as inspector, examiner, and supervisor of the schools; (3) In such other ways as the Board may think advisable for the object in view.

The Board shall:—(1.) Keep records of its proceedings, signed by the Chairman; (2.) Keep regular accounts, and submit to the Governor an annual statement of income and expenditure, and of assets and liabilities; (3.) Submit to the Governor, as soon after the 1st of January in each year as may be possible, a report of its operations during the preceding year, with list of the schools under its supervision and control, and such details regarding them as the Governor may require.

The Board shall consist of the Registrar-General and Director of Education (*ex officio*), and five or more Chinese gentlemen to be nominated by the Governor. Every member so nominated shall hold office for three years, but may be re-nominated. All questions shall be decided by a majority of votes, the Chairman having a casting vote in case of an equality. The Chairman will be nominated by the Governor. Any member who may be reported to the Governor by the Board as having, without good cause, been absent from three consecutive meetings, may be declared by the Governor to have ceased to be a member. Three private and one official members shall form a quorum for any purpose.

Such sum of money as the Governor with the consent of the Legislative Council may annually assign from the revenues of the Colony shall be placed at the disposal of the Board for the purposes set forth in Rules 1 and 2. This subsidy may be increased in any year if the income raised from other sources has considerably increased, but if the Governor be not satisfied that the grant for the previous year was wisely expended it may be reduced.

TELEGRAMS.

TELEGRAMS.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THROUGH REUTER'S AGENCY.]

[THROUGH REUTER'S AGENCY]

FRANCE AND GERMANY.

LONDON, September 16th.

The newspapers write in a more hopeful tone with regard to the outcome of the negotiations concerning Morocco.

It is stated that the Brussels Cabinet had decided to call out three classes of Reservists when a telegram was received from Berlin announcing that a Franco-German settlement was in sight.

Reuter's correspondent at Berlin has been assured in official circles that the French reply is thoroughly satisfactory, and that an agreement has already been reached on a majority of the points which were hitherto still at issue.

Germany will send her rejoinder with the utmost despatch.

FRENCH DEFENCES A REAL POWER.

LONDON, September 16th.

The French fleet has assembled at Port Vendres to close the manoeuvres with a great review to-day.

M. Delcasse, speaking at a banquet yesterday evening, said the country was now aware that it possessed in its Army and Navy a real power, trained and confident.

GREAT BRITAIN AND GERMANY.

LONDON, September 17th.

A semi-official communiqué has been published at Berlin, stating that in reply to an inquiry the British Government has assured the German Government that Sir F. L. Cartwright, H. B. M.'s Ambassador at Vienna, did not make the statements attributed to him in the *New Freie Presse* of the 28th ultimo.

BIG BANK ROBBERY.

LONDON, September 16th.

The New Westminster Branch of the Bank of Montreal has been robbed of £64,000.

The Bank's vaults were blasted open with nitro-glycerine, and the robbers escaped in a launch.

THE CANADIAN ELECTIONS.

LONDON, September 16th.

Nominations closed for the Canadian elections yesterday. There are contests everywhere, except in one instance, where the sitting member, an anti-reciprocity Liberal, is unopposed. Though the reciprocity question is the issue throughout the English-speaking Provinces, it is believed that the result will largely depend on whether the French Canadians' dislike of the Canadian Navy will overcome their reverence for Sir Wilfrid Laurier, indications of which are daily becoming stronger.

CHOLERA AT MECCA.

LONDON, September 16th.

Reuter's correspondent at Constantinople stated that cholera has broken out at Mecca and Medina. The outlook is most serious in view of the approaching pilgrimage.

THE WRECKED "FIFESHIRE."

LONDON, September 17th.

From the story of the third officer of the *Fifeshire*, who has arrived at Plymouth, it is practically certain that her missing boat is lost.

A NEW KNIGHT.

LONDON, September 17th.

The King of Bahrain knighted Mr. Askwith, K. C., of the Board of Trade, and invested him with the Commandership of the Bath.

MOTOR FATALITY.

LONDON, September 17th.

At Syracuse, New York, a Knox car driven by Lee Oldfield during a fifty mile motor race at the State Fair crashed through a fence and ploughed into the crowd, killing six and wounding 14. Oldfield was uninjured.

EXPLORER'S DEATH.

LONDON, September 17th.

Mr. Edward Whymper, F.R.S.E., the well known explorer, has died at Chamonix.

THE HOME RULE CAMPAIGN.

LONDON, September 16th.

Members of the Eighty Club are touring Ireland in connection with the Liberal Home Rule campaign.

Mr. Redmond gave a reception to the visitors last night. He said they would find Ireland transformed. It was no longer a disreputable country: its people were alert, self-reliant and confident of the future.

THE RAILWAY COMMISSION.

LONDON, September 16th.

The Railway Commission is now hearing the representatives of the Companies. Their evidence largely deals with objections to the recognition of the Unions, which it is alleged would undermine discipline, thus endangering the public. It would not prevent strikes, as the leaders would not be able to control the men, who would probably not infrequently repudiate an agreement concluded with them.

Many railways and Unions are not represented.

The majority of the measures which the Unions are now taking to increase their membership are described as an abrogation of the liberty of the subject.

Lord Kitchener has left for Egypt. He was accorded an enthusiastic send-off from the station, where large crowds assembled. A guard of honour consisting of Boy Scouts was drawn up.

RANDOM REFLECTIONS.

We have reached the dog days again. Little of moment has taken place in the Colony during the last week, and local events have received small space in the newspapers.

Without doubt there are few places in the world where so many different new year celebrations take place as in Hongkong. The Pursees have commenced already, and the closing of their places of business on Wednesday reminded people of the Zoroastrian New Year. The Jewish and Mohammedan festivals follow next month; then comes our own, and finally the Chinese New Year. Probably there are one or two more, but these are sufficient to show how widespread are the beliefs and ideas of the many races and nationalities and religions which flourish in our midst.

The present generation has doubtless become reconciled to the croakers who describe it as degenerate. It has been told that it is physically unfit, that it is not strong and robust as its predecessors, but I doubt if it is prepared for the shock that it is also becoming ugly. Teeth specialists have come to the conclusion that owing to the fact that our teeth are not equal to the duty performed for past generations the result is a change in the formation of the jaws which destroys any vestige of beauty—the race may have possessed. That is not the exact physiognomy of the pundits, but it illustrates their meaning. However, there is comfort in the reflection that ugliness is only a question of comparison, and where all are ugly some may appear to be beautiful.

The Press has made us acquainted with the scarcity of rice which is pressing so hard on the Chinese population. The native population of Hongkong is not much better off than their compatriots on the mainland, and there is already a considerable outcry about the enhanced price of the staple food. Many who live on the verge of starvation have been rendered completely destitute, and the need for timely assistance is very great. The Chinese charitable organisations will doubtless help as many as they can, but the present seems an opportune moment for calling upon some of those funds, which are lying idle waiting for the occasion to arise to demand their disbursement.

The remedy suggested by certain Chinese in Hongkong who discussed the question that the Government should be asked to temporarily prohibit the exportation of rice from the Colony is one that cannot be entertained for a moment. It is one of the favourite schemes of provincial people in China, but it cannot be applied in Hongkong, which, after all, is only a market place where rice is brought to be bought and sold. The Government reply to the suggestion has not been made public so far as I am aware, but it requires little prescience to anticipate its nature.

It was learned with regret by those interested in aquatic sport in Hongkong that a team from Shanghai was not to compete here this year for interport honours. The first two meetings, here and Shanghai, were so successful that it was hoped by many that interport swimming would become an annual event. Let us hope it may, and that the failure this year to pull off an interport match here will be followed by many successive annual meetings.

Another reason for regret is the fact that Shaughai failed to raise a very strong team for the proposed visit, so that had they arrived we should have witnessed some exceptionally good swimming. Their team would probably have included Mr. D. E. M. Drummond, a swimmer who has established in Shanghai the reputation which he made in Yokohama, by defeating Mr. R. W. McCabe in a 98 yards race, which he completed in 66 seconds, a record for Shanghai. According to the Press reports of the race the winner was not "extended." It would have been interesting to watch Drummond and Logan competing for interport honours.

"As the old cock crows" so the young ones learn. The workers in Great Britain have been dislocating the trade of the country by going on strike, and no sooner are their grievances remedied and normal conditions restored than we learn that the strike habit has been acquired by the youth of the country. School children have gone on strike demanding a weekly half holiday and less caning. Check is sometimes admired and sometimes it isn't. This is an occasion where it cannot be admired. It is to be hoped that the youngsters will learn to appreciate a firm guiding hand, one, too, that will not spare the rod and spoil the child.

It must have been a shock to a few readers to learn that two sharks had been caught at Taipo. I have heard that small specimens have been seen out there for some time, but little or no importance was attached to the report. Now that Taipo is being boomed for bathing facilities it will be as well to know whether they constitute any real danger. Probably the sharks that have been caught have been hooked fairly well out to sea, but all the same it is well that bathers should know the risk they run by entering the water there.

I have always understood that story about a thief entering the Court-room while the Judge was sitting, and removing the clock "for repair" had its origin in Hongkong, but I see in the *Strand Magazine* that this distinguished piece of audacity is claimed by Dublin. The writer in the magazine, however, mentions that the incident is said to have happened in Hongkong and also in an American town.

Perhaps great minds among thieves, as among philosophers, think alike sometimes, but I fancy if the stories were thoroughly investigated, it would be found that if the "clock" was really played in Dublin or the American town, the perpetrators were indebted for the idea to the "leathen Chinese" of Hongkong, for the Chinese thief has long had a penchant for clocks.

RODERICK RANDOM.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

Canton, September 15th.

RAILWAY TROUBLE.

HE, the Viceroy by no means agrees with the proposal of the government to redeem the Canton-Hankow Railway by paying only 60 per cent in ready-money and leaving the rest to be paid later. He has expressed a strong opinion that the Government should pay the full value of the shares at once. In a recent memorial to Peking on this question his Excellency asked to be removed from his post if his views were thought unwarrantable. In the meantime there appears to be no slight unrest in this province regarding railway matters and no movement in sympathy that in Szechuan has taken place.

MONEY TROUBLES.

Money is still very tight here and many of the merchants and bankers are being hard put to it to keep their businesses running. A number of the most influential traders have come forward to ask the Viceroy to raise a loan of \$3,000,000 to ease the pressure in local commercial circles. The Viceroy has given his consent to the scheme, and the master is to be put into the hands of the Taotai of Industries for arrangement. A meeting relative to this matter was held yesterday in the chamber of commerce.

GAMBLING.

The Viceroy had been informed that a military officer of the Chin Chow Prefecture has opened a gambling house for the purpose of inducing females to gamble. Investigation proved that it was not the man himself but his father who had opened the house. The Viceroy has given his consent to the scheme, and the master is to be put into the hands of the Taotai of Industries for arrangement. A

A QUESTION OF NATIONALIZATION.

Some days ago I reported that a man named Tam had refused to plead in the Chinese court, giving as his reason that he was a British subject and therefore amenable only to British law. The Diplomatic Commissioner to some extent supported the man's claim and the master has now become so complicated that the Viceroy has had to refer the whole matter to Peking and ask for instructions. In the meanwhile the man remains in custody.

NO SALARY.

There has been a great to-do in the office of the Hung Chai Wine Monopoly office, and investigation has proved that the folks attached to this firm have received no salary for several months, and so a public meeting was held to protest against the bad methods of the company. One of the monopolists appeared on the scene and said that the public had no right to interfere with the conduct of the company. This made the audience very excited, and the man was badly hustled and ultimately taken to the police station. It is said that over \$5,000 is owing to the folks. An arrangement has now been made whereby they are to receive full pay for the 2nd, 3rd and 4th moons and half pay for the 5th 6th and intercalary moon.

EXECUTION.

Yesterday three notorious criminals were taken from Nam Ho Gao to the Execution Ground and there beheaded. As these men had been extradited from Hongkong, the British Consul was notified of the execution.

A STEAM MOTHER.

A widow living in Honan had a son who was a worthless young rascal so she accused him of unkind conduct, and at her request the youth was sent to gaol by the Magistrate. Some time ago his term expired, but the mother sent in a petition to have it extended, which was done. He is due to come out in a few days, and now his mother has petitioned again to have the period of his incarceration still further extended.

WEDDING.

A Croydon paper publishes the following account of the marriage of Mr. W. W. Whiston, architect, who left Hongkong in the Spring on a visit to England.

At All Saints' Church, Kenley, the wedding of Constance Mary Ascrott, youngest daughter of the late Robert Ascrott, of Sedley Hall, Lancashire, and of Mrs. Ascrott, of "Morven," Kenley, with Wray Willins Whiston, eldest son of the late George Whiston, of Thames Ditton, was solemnised. There was a large congregation and the Vicar of Whyley officiated. The altar was decorated with vases of lilies, and the chancel with groups of lilies, marguerites, palms, etc. The bride was attired in ivory satin charmeuse, trimmed with needle-run lace and crystal embroidery. She also wore a chapter of white heather and a tulip veil, and carried a bouquet of carnations and heather. The bridesmaids, the Misses Doris and Napie Ascrott, cousins of the bride, were dressed in embroidered muslin and lophorn hats lined with pale blue and trimmed with lace. In France roses. They carried pendants and bouquets of pink carnations, the gifts of the bride and bridegroom. The bride's mother's costume was of navy satin, veiled grey chiffon, with silver embroidery, and she wore a lace toupe with black feathers. The bridegroom's mother was attired in black satin, relieved with white. The service was partly choral, Mr. Douglas Clark (a friend) presiding at the organ. The bride was given away by her brother, Mr. Gordon Ascrott, and Mr. Frank Whiston, brother of the bridegroom, acted as best man.

After the wedding, a reception was held at "Morven," Kenley. There were about 100 guests, and the Pirman's Blue Vienna Band contributed to the entertainment. Mr. and Mrs. Whiston are now at Calgary, Canada.

KING MANUEL'S INDEBTEDNESS.

The Lisbon Government now claim to have ascertained the total indebtedness of the Royal Family. King Manuel is said to be responsible for over £2,000,000, and the Government will therefore withdraw the monthly remittance of £600, as his property is only valued at £1,000,000. The King of Italy is said to have been asked if he would be willing to pay Queen Maria Pia's part of the indebtedness amounting to £500,000, but his Majesty apparently replied in the negative.

A WEEK'S JOURNEY DOWN THE UPPER YANGTZE.

FROM CHENGDU TO CHUNGKING.

are packing away the mats and poles on the cabin roof. If he goes out on the deck now, he will find that to speak of the Chinese as an unwashed race is a slander; the crew are all performing their toilets in buckets of water dipped from the river, and this in the open air in December. Does the average navy do more than this?

Then the chief—who seems to be the most amusing character on the boat, and a sort of licensed jester—starts the day's cooking. In the middle of the forecastle is an undecked portion, which is set up a stove of hardened clay, and on this stands all day a round iron pan, about a yard in diameter, in which the whole of the culinary operations for the crew are performed. If rice is not being steamed, water is being boiled, or vegetables prepared, or, in very festive seasons, pork or chicken is being stewed. The crew, if it may be mentioned, are fed at the *lajan*'s expense. It supplies them with three plain meals a day, but "trimmings" they have to provide themselves. They usually stipulate, too, in their agreement for the voyage, that at some fixed point the master shall give them each half a catty (about 10 oz.) of pork.

For the first few miles from the start, one is passing through the suburbs of Chengdu. The Chinese regard the almost continuous succession of houses as a series of villages, each of which has its own name, but practically they are merely the extramural outskirts of the city. During this portion of the journey, too, the river is crossed by numerous bridges, substantially built of sandstone, and in good repair. In this section, and for 35 miles, the river is known as the Fu Ho (River of the Prefecture of Chengdu)—and is a tributary of the Min, which itself is a tributary of the Yangtze. The waters here are extremely shallow—not more than 4 feet deep. I thought my houseboat looked top-heavy, and suggested to the *lajan* that perhaps he had better take on some ballast, but he explained that there was so little water in the stream that it was necessary to sail light—before the day was out we proved the truth of his words, for, light as we were, drawing not more than 2 feet, we ran aground on a shingle bed. Several of the crew immediately divested themselves of their scanty raiment, jumped into the water, and, getting their backs under the boat's side, gradually worked her off. When we tied up for the night at the entrance to the Min, we took on a cargo of sugar-cane and rice, which was to serve as ballast and also to be sold by the *lajan* at Chungking for his personal profit.

As it was the low-water season, running aground became rather too common an incident. Fortunately, running aground in this way necessarily happens in shallow water, so there is no danger, but tends to become rather tiresome, especially as on one or two occasions it took a couple of hours to get free again. What is far more exciting, and a little dangerous, is shooting rapids. These abound on the upper river, but there are only a few that are in any way comparable with the big ones that are found between Ichang and Wan Hien. The worst on the Chengtu-Chungking trip is the Cha-yi-tau. Small boats are able to avoid this altogether by taking another branch of the stream, but the more unwieldy houseboat has to face its full fury. It might come as a surprise to some to see the waves into which the stream dashed: there is a sharp bend in the middle of the rapid, so that a cross current is formed, resulting in a reproduction of a choppy sea.

As she took the rapid, the boat rolled and tossed as though in the Bay of Biscay—now she was on the crest of a wave, now diving into the trough, and occasionally the water would break right over the square bows. It is in situations such as these, calling for perfect co-operation, a ready eye and a prompt mind, that the good qualities of the Chinese boatmen assert themselves. The crew ply their sweeps with unremitting vigour, and the pilot sweeps with the exact moment at which it is necessary to swing the helm round in order to avoid both Scylla and Charybdis. A mass of Chinese at work usually seems unorganized and in confusion, but when a boat is going through a rapid, each man knows what to do, and does it.

Perhaps one of the most fascinating features of the river journey is the contrast between the two or three minutes of wild excitement during the passage of a rapid, and the absolute calm that may occur immediately after, when the crew are resting on their oars after their exertions, and the boat drifts slowly down some quiet reach. With the sun touching with silver every ripple of the slate-coloured water, and with the red verdure-covered, sandstone cliffs, the whole scene becomes idyllic. For anyone whose nerves can stand the excitement of going up and down rapids, with a very occasional wreck, the Upper Yangtze would be a delightful venue for a holiday.

The distance from Chengdu to Chungking is about 440 miles, in which distance one passes 61 villages, 10 towns, and 3 cities—Chinting, Suifu, and Lu Chou. Each of these is situated at the junction of two streams, Suifu being at the point where the Min joins the main stream of the Yangtze. The Chinese, it may be noted, regard the Min as the main stream, partly on account of its navigability, and partly because of the importance it derives from its proximity to the provincial capital. The Yangtze, again, is here known as the River of Golden Sand (Chin-sha Chiang); below Chungking, it is the Oh-nae Ho (Szuchuan River); further down, it is the Great, or Long, River (Ch'ang Chiang); and, only during one small section of its course do the Chinese call it Yangtze Kiang. But names of rivers are always a source of confusion in China. There can, however, be no doubt as to which really is the main stream of the two that join at Suifu. The Min is slate-coloured (sometimes emphatically called silvery), and the Chinsa is dark and muddy: when the waters of the two meet, for

a brief second there is a line of demarcation between them, and then the Min is swallowed up, and lost in the mass of the Yangtze.

Even during the course of so comparatively short a journey, there are not wanting signs of the wave of progress that is sweeping over the land. Every one of the 13 towns and cities passed has its police (of doubtful efficiency, however), and its opium refuge. But the most recent, and perhaps the most genuine, improvement, is close at hand all the time—in the shape of one of the boats of the river police. This portion of the river used to be the haunt of pirates, and even now, one frequently sees painted on a prominent rock, characters warning captains against tying up for the night except at a town or village. A few years ago, the boat of an English missionary was attacked by some of these robbers, and they were only driven off by the use of firearms and after at least one of their number had been killed.

Mrs. Bryan, aged twenty-seven, declared that money was the cause of their domestic troubles. "If Mr. Bryan had been a poor bookkeeper before I became his first wife's companion, he had always known the power of wealth. After he married me he became overbearing. I was his doll. He wanted to choose my clothes for me and parade me before his friends. I could not endure it, so I left him."

Mrs. Bryan narrates as an illustration of her husband's unbearable opulence that she lost £500 worth of gems in a train. Instead of being angry, Mr. Bryan stopped at the nearest town and purchased £2,000 worth of fresh jewellery to replace the lost gems, and continued the journey as though nothing had happened.

TOO MUCH MONEY.

WIFE'S GRIEVANCE.

A new version of the Ibsenite problem of "The Doll's House" is occupying the attention of the Chicago courts, where Mrs. Louis A. Bryan, wife of a well-known millionaire, appeared in the part of a modern Nora and applied for a separation from her husband.

Mr. Bryan, who is fifty-seven years of age, does not oppose the application, though he professes undying devotion to the young wife who has deserted him. "I can only say," he testified, "that I did the utmost to hold the love of Mrs. Bryan. When I married her nearly a year ago I gave her £3,000 a year to spend as she chose. Sixteen motor-cars were at her disposal. I intend to indulge in no recompensions, and shall always provide for her."

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INTIMATIONS.

BROWNING'S OLD TOM GIN.



An Ideal Drink for Summer.

SOLE AGENTS:

September 11.

It rained almost incessantly the first four days of this month. The flood which resulted did no great damage here and the waters did not reach as high a level as they did two years ago.

Rev. C. E. Bousfield and family were spending the summer in the mountains—some ten miles from the city and in full view of it. The storm drove the rain through the frail structure which sheltered them, drew back, soaked their bedding and belongings and drove them to take shelter in a Chinese house in time to escape being caught when the building in which they had lived finally collapsed.

At Sin-pu, a market town on a stream emptying into the river some twenty miles below here, the waters of the flood came into the second storey of the highest buildings. Seven or eight persons were drowned. The high water did great damage at T'shing-kuo, thirty-five miles down the river from here. Forty persons are said to have been drowned and twenty or thirty ships collapsed.

Messengers leave here every day for Chau-chaufu and nine have gone down since the last mail arrived from the Fu. We hear that the embankments just above the city gave way and the waters inundated thirteen villages, drowning thousands of persons. These rumours often correspond to the facts even though one can not substantiate them at the time.

The man who attempted to assassinate Admiral Li was indeed a Hakkas and his home is only a few miles from this city. However, like the assassin of the Tartar General, he left home at an early age and while abroad came under the influences which prepared them both for the dreadful deeds they attempted.

Our new magistrate is proving himself a very capable official. He is a young man from Foochow, and came here from the district of Sungping. Coming into conflict with the gentry of the place he took such prompt and vigorous measures that they have given him a free hand since. He has cleared up arrears of cases, executed several criminals and put a stop to the growing lawlessness.

STRANGE INDUSTRIES.

Writing from Tsinchow in the Kansu Province of China, a writer in the N.C. Daily News says:—"In Taooway I saw some strange industries. One was the keeping of large stags as fair-sized horses, reared for the sake of their horns, which are cut off every summer and sold for as much as £1,600 for use as medicine. The horns are soft, and the softer it is when removed the higher the price realized. The other was the raising of the *Mashi*, a sort of large pheasant, the tail feathers of which are very valuable, as they are needed for the dress hats of mandarins. Timber is very plentiful in this district, and is sent away by raft to all parts."

PRINCES PLATE,

TABLE WARE.

CUTLERY,

FISH, KNIVES and FORKS.

DRESSING CASES with

SILVER FITTINGS,

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be discontinued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 133. Telephone No. 12. Telegraphic Address: Presses Codes: A.B.C. 6th Ed. Lieber's.

NEW ADVERTISEMENTS

VICTORIA SKATING RINK.

THE NIGHT OF THE SEASON.

SATURDAY, 23RD SEPTEMBER, 1911.
BOXING! BOXING!
MONSTER PROGRAMME.

15 Rounds

IRON BUXT KID MARRIOTT,

for the
Bantam Championship of the Orient.

15 Rounds

SAPPER MILES, v. CORPL. CHAMPION,

R.E. K.O.Y.L.I.

Army and Navy Light-
weight Champion.

Afternoon 8 Rounds

Sgt. COAKER, v. Pte. POTTER,

H.M.S. "KENT." K.O.Y.L.I.

Pte. SMITH, v. STOKER HIGGINS,

K.O.Y.L.I. H.M.S. "KENT."

4 Rounds

LI HUNG CHANG v. Young J. JOHNSON.

J. DEMPSEY, SID. KELLY,

Referee.

Commeing at 9.15 P.M., sharp.

POPULAR PRICES:

Ringside \$5. Stalls \$3. Gallery \$1.

Late Train to the Peak.

Plan and Bookings at ROBINSON PIANO Co.

Hongkong, 13th September, 1911. [1160]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CYLON,
AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICA
PORTS.

THE Steamship

"ASSAYE,"

Capt. G. W. Cockman, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 30th Sept., 1911, at noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MALWA," 11,000 tons, from Colombo, passenger accommodation, in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "PERIA," due in London on the 11th Nov., 1911.

Parcels will be received at the Office until 4 p.m., the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HSWEETT,
Superintendent,
Hongkong, 14th September, 1911. [1161]

AMERICAN AND MANCHURIAN LINE
NOTICE TO CONSIGNEES.

FROM NEW YORK
THE Steamship

"MATOPPO."
Captain W. H. Dornand, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignee's risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, 22nd inst., at 10 A.M.

All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
Agents,
Hongkong, 16th September, 1911. [1167]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID,
SUEZ, ADEN, BOMBAY, COLOMBO,
PENANG AND SINGAPORE.

THE Company's Steamship

"AUSTRIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

The Steamer brings Cargo from Venice ex s.s. "Metacovo," transhipped at Trieste.

Trieste ex s.s. "Koerber," transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before noon on the 22nd inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 9.30 A.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd inst. will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WEILER & CO.,
Agents.

Pipped Building,
Hongkong, 15th September, 1911. [1152]

ADVERTISEMENTS.

V. R. C.

ANNUAL SWIMMING SPORTS.

THURSDAY, 21st September, Commencing

at 5 P.M.

FRIDAY, 22nd September, Commencing

at 5 P.M.

SATURDAY, 23rd September, Commencing

at 4 P.M.

100 yards, 220 yards, 400 yards and 800 yards

Championships of the Colony, and many other Events.

MILITARY BAND in attendance on

SATURDAY, 23rd September, on

which day afternoon tea will be provided for Ladies.

ADMISSION: Non-members \$1 each day.

Ladies 50 cents each day.

Hongkong, 19th September, 1911. [1161]

GEO. FENWICK & CO., LIMITED.

(In Liquidation.)

THE Creditors of the above-named Company

are required on or before the 30th day of

September, 1911, to send their names and

addresses, and particulars of their Debts or

Claims, and the names of their Solicitors

(if any), to the Undersigned, the Liquidators

of the said Company, and further, if so required

by Notice in writing, personally or by their

Solicitors or Representatives, to come in and

prove their said Debts or Claims at such time

and place as shall be specified in such Notice,

AND NOTICE IS HEREBY GIVEN that

in default thereof, such Creditors will be

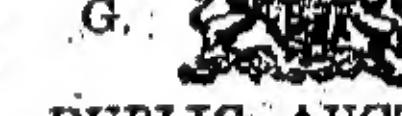
excluded from the benefit of any distribution

before such Debts are proved.

PERCY SMITH, SETH & FLEMING,

Liquidators.

Dated at Hongkong this 16th day of September, 1911. [1159]



PUBLIC AUCTION.

PARTICULARS and CONDITIONS of

the letting by Public Auction Sale, to be

held on MONDAY, the 25th day of

September, 1911, at 3 P.M., at the Offices of the

PUBLIC WORKS DEPARTMENT, by Order of HIS

EXCELLENCE THE GOVERNOR, of One Lot

CROWN LAND at Kennedy Road,

in the Colony of Hongkong, for a term of 75

years, with the option of renewal at a CROWN

RENT to be fixed by the Surveyor of HIS

MAJESTY THE KING, for one further term of

75 years.

INTEREST allowed on Current Account

at the rate of 2 per cent. per annum on the Daily

balances.

On Fixed Deposits for 12 months 4 per cent.

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BENGER'S FOOD

Wherever there is a case of enfeebled digestion, whether from advancing age, illness, or general debility, there is a case for Benger's Food.

When the stomach becomes weakened the digestion of ordinary food becomes only partial, and at times is painful. Little of the food is assimilated, and the body is consequently insufficiently nourished.

This is where Benger's Food helps. It contains in itself the natural digestive principles, and is quite different from any other food obtainable.

All doctors know and approve of its composition, and prescribe it freely.

For INFANTS, INVALIDS, AND THE AGED.

The "British Medical Journal" says: "Benger's Food is a valuable article, established as a result of its own." Benger's Food dealers with the best medical and dietitians which are the best guarantee for Benger's Food. It is a pure food. Made in Great Britain, Made in every bottle.

Benger's Food is sold in tins by Druggists, etc., everywhere.

WHITELEY'S
THE LARGEST STORE IN THE WORLD
HIGH QUALITY, MODERATE PRICES, PROMPT ATTENTION

General Illustrated Catalogue (1,250 Pages) or any Departmental List Mailed Free to bona fide applicants.

WM. WHITELEY, LTD
UNIVERSAL PROVIDERS LONDON, W

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

THORNE'S OLD VAT
No. 4.

This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.
SOLE AGENTS IN HONGKONG, CHINA & MANILA
A. S. WATSON & CO., LTD.

1902

SANTAL MIDY

These tiny capsules — superior to Copaiba, Cubeb, and Injections — CURE the same diseases as these drugs in **FORTY-EIGHT HOURS** without inconvenience. Each capsule bears the name. Paris, 8, rue Vivienne. Sold by all Chemists.

105

SELF CURE NO FICTION! NO SUFFERING NEED NOW DESPAIR! THE NEW FRENCH REMEDY.

TERAPION No. 1 in a remarkably short time, often a few days only, cures discharges either suppurating or non-suppurating.

TERAPION No. 2 cures blood poison, bad legs, ulcers, sores, pain in swelled joints, etc., an internal treatment fails.

TERAPION No. 3 cures chronic rheumatism, etc., the same as the above.

TERAPION No. 4 cures scrofulous throat, etc., & all self treatment fails.

TERAPION No. 5 in a remarkable short time, often a few days only, cures discharges either suppurating or non-suppurating.

TERAPION No. 6 cures blood poison, bad legs, ulcers, sores, pain in swelled joints, etc., an internal treatment fails.

TERAPION No. 7 cures scrofulous throat, etc., & all self treatment fails.

TERAPION No. 8 cures scrofulous throat, etc., & all self treatment fails.

TERAPION No. 9 cures scrofulous throat, etc., & all self treatment fails.

TERAPION No. 10 cures scrofulous throat, etc., & all self treatment fails.

TERAPION No. 11 cures scrofulous throat, etc., & all self treatment fails.

TERAPION No. 12 cures scrofulous throat, etc., & all self treatment fails.

TERAPION No. 13 cures scrofulous throat, etc., & all self treatment fails.

TERAPION No. 14 cures scrofulous throat, etc., & all self treatment fails.

TERAPION No. 15 cures scrofulous throat, etc., & all self treatment fails.

TERAPION No. 16 cures scrofulous throat, etc., & all self treatment fails.

TERAPION No. 17 cures scrofulous throat, etc., & all self treatment fails.

LOCAL SPORT.

CRICKET.

CIVIL SERVICE v. A. O. C.
Teams representing the Army Ordnance and the Civil Service met in a friendly match on the Civil Service ground on Saturday afternoon, the home team winning an interesting match by 72 runs. Scores were as follows:

ARMY ORDNANCE CORPS.	
Corporal Johnson, run out, b Cox	11
Pte. Craw, b Edmonds	0
Corporal Osborne, run out, b Edmonds	2
Cpl. Cox, b Brink	6
Cpl. Cox, b Brink	15
Pte. Laubreek, b Witchell	1
Cdr. Tucker, run out	1
Staff-Sgt. Kirby, b. w., b Tellman	5
Cpl. Saunders, b Witchell, b Tellman	4
Pte. Waitz, b Cox	6
Pte. Forshaw, not out	0
Extras	13
Total	62

CIVIL SERVICE.	
Sutherland, c Forshaw, b Osman	0
McBrien, c b Osman	15
Witchell, b Osman	1
Tellman, run out	15
Davison, b Osman	1
Brett, b Saunders	10
Edmonds, c Lashbrook, b Davison	0
Cox, run out	10
Gibson, run out	10
Davison, b Clee	10
Bacon, not out	3
Extras	10
Total	184

HOLLOWAY & CRAIGENGOWAN.

This friendly match was played at Happy Valley and resulted in a win for the visitors. Scores:

HOLLOWAY.	
F. Sutton, b Lummett	2
A. O. Brown, b Taylor, b Braga	41
A. R. Raven, b Postonji, b Taylor	14
J. H. Mead, b Lummett, b P. Taylor	7
C. M. McLean, b Lummett	18
C. H. Parker, b Phillips, b Lummett	18
Lion, White, b Carvalho, b Braga	10
W. Waterhouse, b J. V. Braga	16
W. L. Weasel, b Lummett	6
J. P. Robinson, not out	12
J. A. Tarrant, b Lummett	0
Extras	19
Total	185

Bowling Analysis:

	O.	M.	N.	W.
Lummett	14.3	2	33	4
Taylor	7	2	10	1
Postonji	6	0	30	5
Braga	6.1	0	30	2
J. V. Braga	6	1	24	2
R. A. Carvalho	7			
H. H. Taylor, b Raven, b White	5			
R. Postonji, b McKaskill, b White	5			
E. L. Braga, c White, b McKaskill	5			
L. A. McLean, b Waterhouse	5			
V. Tarrant, b Weasel	5			
L. E. Lummett, b Weasel	5			
J. D. Neria, c Waterhouse, b White	1			
A. H. Weasel, not out	1			
R. Phillips, b White	0			
J. Chumut, b Hagger, b White	0			
Extras	13			
Total	107			

Bowling Analysis:

	O.	M.	N.	W.
McKaskill	10	4	27	2
White	11.4	3	25	5
Weasel	6	1	21	21
Waterhouse	4	1	21	1

THE HARBOUR SWIM:

The interest of local sportsmen is now centring in the annual harbour swim for the *China Mail* cup. Swimmers are now getting into form, and it is anticipated that when the entries close on the 25th instant the list will contain the names of as many, if not more, competitors than usual, who are anxious to draw prizes in Hongkong's greatest swimming race.

VICTORIA RECREATION CLUB.

Entries for the annual aquatic sports of the premier sporting Club closed on Saturday night, and the large number entered gives promise of an interesting and successful meeting. The sports are to be held on Thursday, Friday and Saturday, and the present intention is to conclude them with a smoking contest on the last night, which will be held in the gymnasium of the Club.

The V.R.C. is preparing for its winter session of sport, and it would appear that the new committee intend to have an elaborate programme during the cold months. A gymnasium instructor will be engaged next month, and it is hoped that several displays of manly exercises will be promoted during the winter, so that the Club will be able to close a successful season with a brilliant assault-at-arms.

Entries are now being received for an amateur boxing tournament to be brought off about the 4th November. Numerous names have already been handed in, and conditions are promising for a real good amateur tournament.

POLO CLUB GYMKHANA.

The programme of the race meeting to be held at Happy Valley by the Hongkong Polo Club on Saturday, 7th October, is as follows—

1.—3.30 P.M.—HANDICAP FOR ALL CHINA PONIES. FIVE FURLONGS.

2.—3.50 P.M.—LADIES' NOMINATION. FOUR FURLONGS.—For China ponies subscription griffins of any season and bona fide Polo Ponies which have been regularly played since 15th July, 1911. Catch weights 152 lbs.

3.—4.10 P.M.—SWEEPSTAKE. ABOUT TWO FURLONGS STRAIGHT.—For bona fide Polo Ponies that have been played regularly since 15th July, 1911. Catch weights, 168 lbs. Owners up.

4.—4.30 P.M.—HANDICAP—ONCE ROUND.—For China Ponies. Subscription griffins of the season 1910 and 1911.

5.—5.10 P.M.—ONE MILE.—For all China Ponies that have never won a Race of any sort up to time of starting (Ladies' Nomination). Races at this season's Gymkhana excepted.

AMERICAN NAVAL MANOEUVRES ON THE PACIFIC.

The San Francisco Chronicle publishes the following despatch from its correspondent at Vallejo—

The most extensive war game ever played on the Pacific will be witnessed between the California coast and the Hawaiian Islands early this fall. Practically every war vessel now stationed on this coast will take part in the manoeuvres, the outlines of which are being unfolded by the Navy Department.

The chances are that active operations will not commence until some time in October, as the amount of work to be completed on at least two of the big cruisers at Mare Island is enough to warrant the statement that the ships cannot be ready for service before September 15th. It was only this week that arrangements were made to keep the *Montgomery* here pending the installation of a forced lubrication system, which means at least two weeks of delay.

The mimic battle will rage around the outside of the Golden Gate on an enlarged scale.

An attack on the city of San Francisco will also be a part of the programme.

Five first-class cruisers of the Pacific fleet, as many cruisers of the second class, fifteen torpedo boats, two submarines and possibly airships will engage in the manoeuvres.

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THE PRESIDENTIAL ELECTION IN PORTUGAL.

In a leading article on the 25th ult. *The Times* wrote—

The election of Senator Manoel Arruda as President of Portugal may be said to mark the end of the purely provisional period in the history of the Republic. Much remains to be settled, but a Government which has existed for a year, has kept order, with no worse disturbance than an occasional strike riot, and a serious character has elected a constituent Chamber and chosen a head of the State capable to have passed beyond the raw revolutionary stage. The name of Senator Arruda will be known to most of our readers. He has not been conspicuous among the founders of the Republic, nor has he been named as a likely President. But this fact does not of itself militate against his fitness for the post. It might even be quoted as a sign that the Portuguese have reached maturity in the management of a Republican form of Government with remarkable rapidity. Its first President has been chosen in the most orthodox way, by a judicious compromise. The Moderates, who had at first endeavoured to carry the election of Senator Brancamp, found that he aroused strong hostility on the other side. They therefore withdrew their man, and substituted for him Senator Arruda, who belongs to all—a safe man in fact, and not a strong party leader. We must hope that the politicians who have secured the election of Senator Arruda will remain united, and will continue both to give him support and to control the legislative body. If those conditions are fulfilled, he has as fair a prospect before him as the Chief of the State in Portugal could expect to have. Even when all the necessary deductions are made, the history of the past year is not without promise for the Republic. It clearly possesses one great advantage. There is no Royalist opposition which has at once the will and the capacity to take the field against it. Some of their acts have caused irritation here and there, but on the whole the victorious Republicans have not been so provocative, even in their treatment of the Church, as to drive any class of the nation into violent manifestations of discontent. Their moderation hitherto is a guarantee that their future conduct of affairs will not be marked by dangers unimagined.

The foreign relations of the Republic must be favourably influenced by the proof which the election of Senator Arruda affords that it is firmly established. No ill-will is felt for Portugal in any quarter—hardly even among the dynastic parties of Spain. Our own sentiments are those of friendship for an ally of old standing. But until the new Government had proved that it was capable of maintaining its position, it could not expect to be generally recognized. So far it has had the recognition of South America and of the United States. European Powers have waited until the Republic had given proof of stability. It may be taken for granted that they will not delay much longer. The way will be smoothed by the removal of the causes of dispute which seemed inevitable to arise out of the Separation Law of the Provisional Government. Whether the Papacy will find it possible to establish diplomatic relations with the Republic is doubtful. Other Governments have only to consider whether the law injures the interests of their subjects who possess churches in Portugal. The differences that have arisen on that point are now well on their way to a satisfactory settlement. With the removal of the only visible cause of dispute, the last reason for putting off recognition will disappear. This country will welcome the restoration of full diplomatic relations and will wish every possible success for an old ally in the difficult task of organizing a new and unfamiliar form of government. While we see with pleasure that Portugal has so far passed with less disturbance than might have been expected through a trying crisis, we cannot affect to believe that the future is free from danger. The Royalists do not, it is true, show any sign of being able to menace the Government effectively. But that is not, perhaps, wholly an advantage. The existence of an enemy to be watched, and in conceivable circumstances to be fought, might well have a wholesome disciplinary effect. There is peril in the very apathy of the nation at large under the direction of Lisbon. Portugal has suffered from the absence of active political, or even municipal, life outside the limits of the capital, and even within them, except in the class which made politics a trade. Without the training which only a resident-gentry and strong municipal bodies with an intelligent interest in politics could give, the people had become a mere multitude of individuals without cohesion, ideal, or definite aims. Therefore the professional politicians were able to degrade Parliamentary government into a mechanical rotation of parties intent on mere division of the leashes and fishes. Will any patriotic Portuguese who thinks seriously assert that, while the same conditions prevail, the country can be protected from the persistence of the same evil by a mere change in the name of its government and in the formulas used by politicians and officials? Senator Christie has told his countrymen that, without a moral and intellectual reform in the nation the revolution will do them no good, but will lead to a mere change in the persons, or perhaps only the party names of the persons, who baton the Treasury. It is not a hopeful sign for Portugal that Senator Christie has been silent on the ground that his audience was "inconvenient."

It will be irreparable disaster for Portugal if the people are compelled to discover that nothing is changed except the title of a clique of professional politicians—and they will make that discovery unless the men who surround Senator Arruda display great sincerity in working for the good of the nation, and a high intelligence also. Qualified judges will not believe that any change for the better can possibly occur unless the governing men prove their capacity to go beyond uttering sonorous phrases about "reformation." We shall with regret that the members of the legislative body showed a disposition to discuss every detail of the new Constitution with excessive heat, and at immense length. Considering how many Constitutions have been made during the last century and how well the art is now understood, the construction of a shipshape instrument of government need not be a hard task. We should look with more confidence on the future of the Republic if we heard that the Deputies had come up to Lisbon comparatively indifferent as to Constitutional refinements, but very intent on advocating clear ideas how to deal with practical questions. Portugal has many to answer. It has kept its credit up wonderfully well through the uncertainties of the past year, but it is notorious that the condition of the finances must be faced manfully and with the public. The expenses thrown on the new Government by the necessity for taking prosecution against the Royalists have swollen the chronic deficit. And beyond the finances are other problems, which are no less than matters of life and death to Portugal. How to settle the position of the Church so as to secure the due authority of the State and yet not restrict the just freedom of the religiously disposed part of the people is one. While

the Church is discontented Portugal will never be at peace. How to bring the untilled land under cultivation, how to remove the causes of labour discontent, how to adjust taxation fairly; above all, how to produce some spirit of intellect and political life in the mass of the nation which has been rendered torpid by the excessive centralization of all government at Lisbon—these are the problems we hope to see the heads of the Republic take in hand. We have no doubt of their good intentions, but we hope they will show full understanding of the fact that good thoughts are no better than dreams if they are not put into action, and cannot be made effective by sonorous generalities about freedom and regeneration.

RUBBER SHARES.

SINGAPORE QUOTATIONS.

Singapore, September 8, 1911.

MESSRS. LYALL AND EVATT'S LIST.]		
Nom. Value	Buyers	Sellers
24 Aligarh	3.8 4.21	
28 Aligarh Options	1.83 1.80	
21 Anglo-Java	3.10 4.85	
1 Atao-Johore	6.1 7.8	
21 Anglo-Malay	1.78 1.83	
El-Anglo-Sumatra	5.58 6.89	
1 Ayer Kuning	1.69 2.06	
1 Banteng	4.04 4.76	
21 Batang Malaka	1.89 2.14	
21 Batau Caves	2.22 2.40	
1 Bata Tiga	7.04 7.89	
1 Beaumaris-Borneo	1.63 1.79	
1 Beluk Kuching	4.03 4.13	
1 Bukt Lintang	6.56 7.04	
21 Bukt Martapura	2.44 2.8	
21 Bukt Selangor 1.8 pd.	1.8 1.86	
21 Carey United 5 pd.	1.10 1.17	
1 Castello	1.17 1.56	
21 Charnosse Options	3.43 3.81	
21 Chimpang	1.63 1.84	
21 Cicely Ord	3.24 3.55	
21 Pres.	3.26 3.55	
21 Consolidated Malay	1.68 1.79	
21 Danumara	10.55 11.85	
21 Densitown	2.04 2.55	
21 Edinburgh	7.10 7.9	
21 Federated Slangor	1.90 2.10	
21 Galang Besar	3.56 3.9	
21 Goleconde	7.08 7.83	
21 Golden Hope	8.06 8.10	
1 Hajee	7.53 8.10	
1 Harwood	1.72 1.90	
21 Hawa	4.3 4.3	
21 Highlands & Lowlands	8.19 8.56	
21 Inchi Kenach	1.80 1.97	
21 Jatin	1.81 1.82	
21 Johore R. Lands 10s pd	1.68 1.68	10.6 pm.
21 Kajang	10.8 1.54	
21 Kapseng Kwantung	9.66 11.83	
21 Kauhau 1.8 pd.	3.84 5.10	
21 Kapur Para	1.36 1.47	
21 Keputigala	1.03 1.25	1. div.
21 Keppong	1.10 1.20	
21 Kohor R. Lands 10s pd	1.25 1.25	1. div.
21 Kuanping	1.25 1.35	
21 Kuanping 1.8 pd.	1.25 1.35	
21 Kuanping Para	1.36 1.47	
21 Kupang	1.10 1.20	
21 Kuala Lumpur	9.4 9.7	x div.
21 Labu F.M.S.	6.93 7.43	
21 Lamadron	5.56 6.26	
1 Ledbury 1.8 pd.	2.26 2.89	2. div.
21 Linggi Ord.	3.94 4.16	x rts.
21 London Asiatic	1.06 1.13	
21 Lumut 1.8 pd.	1.03 1.14	1. div.
21 Melaka 7.5% Pref.	1.68 1.72	
21 Melaka Ord.	1.72 1.86	
21 Merlimau	3.9 4.2	
21 Miri Options	1.86 2.2	
21 Mount Austin	2.56 3.3	3. div.
21 N. H. Lummock 1.8 pd	4.88 5.08	pm.
21 Padang Jawa	2.4 2.9	
21 Pataling	4.26 4.58	
21 Pelepas	6.3 7.4	
21 Pernas	1.86 2.18	
21 Port Dickson 1.8 pd.	2.1 2.4	2. pm.
21 Prema Prof.	2.1 2.4	
21 R. Est. of Johore 1.8 pd.	2.53 3.06	
21 R. Est. of Krian	2.6 2.9	
21 R. Invest Trust 1.8 pd.	8.1 9.5	pm.
21 Sagoe	2.03 2.23	
21 Sampong	2.39 2.53	
21 Sandfield	6.89 9.99	
21 Selangor	4.24 4.58	
21 Sendayan	3.08 4.08	
21 Songat	3.8 4.8	
21 Seremban	6.58 7.13	
1 Sheldford	47.6 56.3	
21 Silang	3.76 4.13	
21 Singapore Para	3.6 4.2	
21 Straits S. Barian	5.75 5.10	
21 Straits Rubber	9.0 10.2	
21 Sungai Para	9.5 9.10	
21 Sungai Cich	6.53 7.39	
21 Sungai Kapar	10.8 11.8	
21 Sungai Krian Prof.	19.4 22.6	
21 Sungai Salak	67.6 78.9	
21 Sungai War	1.03 1.15	3. div.
21 Tanjung Malim 1.8 pd.	2.4 2.5	2. div.
21 Tangkai Prof.	1.58 2.04	
21 Tebrau	5.3 5.86	
21 Trembelu	9.26 9.8	
21 United Sordeng	3.93 4.08	
1 United Sumatra	2.25 2.56	
21 United Sumatra	6.73 7.63	
21 United Tomisang 1.8 pd.	8.7 9.1	3. div.
21 Val d' Or	1.51 1.54	
21 Valambross	2.94 3.06	1. div.
21 Yam Sang	7.5 8.6	
21 Aler Gajah	81.40 1.50	
10 Ayer Hitam	34.00 36.00	
1 Ayer Kuning	0.50 0.70	
1 Ayer Molek	1.70 1.75	
5 Ayer Parau	4.55 4.60	
1 Balowais	7.95 8.25	2. div.
Bukit Timah	8.0 8.10	
1 Bukit K. B.	0.55 0.65	
10 Changkat Serdang	4.80 5.00	
10 Choris 8.8 pd.	2.50 3.00	
5 Cliffford	3.50 4.00	
5 Glencaly...	1.40 1.50	
6 Haytor	6.00 7.25	
10 Henrietta 8.8 pd.	1.00 1.03	par
5 Koleman	0.35 0.37	
5 Koleman 8.8 pd.	1.75 1.80	
5 Kumpas	1.00 1.35	
5 Lubuk	0.47 0.52	
1 Malaka Pinda	1.50 1.55	
2 Matukoff	0.50 0.58	par
5 Mantin, 4.25 pd.	0.75 1.05	
2 New Serendab	1.55 2.05	
5 New Singapore	5.00 5.05	
1 Nyalis	0.32 0.35	
5 Pajam	9.50 10.00	
5 Pantai	1.00 1.05	
10 Pego	28.25 29.25	
10 Pulan Bulang	22.50 pd.	1.00 div.
1 Pungkor	0.45 0.55	
5 Radella	0.50 0.55	
2 Sandycroft	18.00 18.50	
2 Singapore & Johore	9.50 10.00	1. div.
2 Sungai Bagan	0.75 0.85	
10 St. Helena	16.00	
1 Tambang	0.50 0.55	
5 Teluk Anson	4.00 4.10	
2 Trafaril	0.65 0.75	
1 Ulu Pandan	0.45 0.50	
1 United Malacca	0.47 0.52	
1 United Singapore	1.10 1.15	
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1911

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HERCULES	7,000	R. Williamson	10th November.	

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STEAMERS	TONS	SAILING DATES
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 26th Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.
KOREA	18,000	FRIDAY, 12th Jan., at 1 P.M.
SIBERIA	18,000	SATURDAY, 27th Jan., at 1 P.M.
MANCHURIA	27,000	... Twin Sails.

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THE P.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOYAMA, SHIMIZU, YOKOHAMA and HONOLULU, on SATURDAY, 30th September, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

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INTERMEDIATE SERVICE.
PERSIA 9,000 Tons FRIDAY, 20th Oct., at 1 P.M.
CHINA 10,200 Tons FRIDAY, 17th Nov., at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, 20th Oct., at 1 P.M.

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SALOON SERVICE is furnished at Intermediate Rates.

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STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	JAVA	—	JAPAN	Second half of Sept.
TJILATJAP	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIMANOEK	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJIBODAS	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.
TJIMAH	JAVA	First half of Oct.	JAVA	First half of Oct.
TJILIWONG	JAVA	First half of Oct.	JAPAN	First half of Oct.
TJIPANAS	SHANGHAI	First half of Oct.	JAVA	First half of Oct.
TJIKINI	JAVA	Second half of Oct.	JAPAN	Second half of Oct.

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York Buildings, 1st Floor. Telephone No. 375.

Hongkong, 15th September, 1911.

A SUGAR CENTENARY.A contributor to the *Rangoon Gazette* writes:—

There is a great fashion for centenaries just now—centenaries of individuals who have deserved more or less well of the country, centenaries of events which can be celebrated with pageants, and centenaries of discoveries. Some of them are prompted by legitimate national pride, some of them by more speculation, some of them in the hope of getting credit for the promoters.

Some one has proposed that there should be a centenary of sugar. We have become accustomed to benefits of progress that the great majority of the population never think for a moment of what our forefathers did without them. There are dozens, scores of common objects of universal use which every one enjoys and never thinks of what the state of things was when they were unknown or despotically expensive.

Sugar is one of them. Only a hundred years ago sugar was a luxury, and even passably well-known persons hesitated before they laid it in a supply of it.

Earlier than it was beyond the reach of all but the most wealthy. Old Crown records show that in 1372 the sugar supply of the Queen of France for an entire year was limited to four loaves weighing five pounds each and the price of it was ten sous per pound. The value of these ten sous in the money of the present day is about equal to thirty francs, say, a guinea of English money. A whole street or a small town could not sugar enough to last them a twelve-month for the sum the Queen had to pay for her sugar supply, and yet there are people who would envy the Queen her lot.

It was Napoleon Bonaparte who gave an impetus to the extraction of sugar from beetroot and it was at Douai a hundred years ago that it was first manufactured. Before that it came from the Indies East and West, from North and from Mauritius and though the price was not like so high as it was when the Queen of France had an allowance of only twenty pounds in the year something like four ounces in the week, yet it was distinctly a luxury and the supply could easily have been cornered if they had thought of that sort of thing in those undemocratic days. Only three hundred years ago, when the Crowns of England and Scotland were united in James VI, and the next Charter was granted to the East India Company, sugar was sold by the ounce and was only to be got in apothecaries' shops, just as pepper and ginger and all manner of condiments were for many years after. In the year 1700 it is estimated that the total consumption of sugar in the United Kingdom amounted to two and a half million pounds and that therefore the average amount of sugar for every head of the population in the year was about two ounces. The first factory for the making of beetroot sugar was opened at Douai on January 25, 1819, and three years later the sugar consumed during the year in France amounted to over thirty million pounds, probably something like two pounds a year per head of the population. At the present time the amount of sugar used in the world is estimated to be about twelve million tons, and more than half of this is produced by the beetroot, whose cultivation Napoleon Bonaparte started. The islands of the West Indies might not look up the figures with entire satisfaction, but when the centenary of a battle is celebrated there must be those in whom the occasion calls up melancholy memories. The discovery of the possibility of making sugar from beetroot has at any rate benefited far more than it has injured. The labourer of the present day uses a great deal more sugar now than the most wealthy, than queens did in times gone by. Doctors tell us that sugar is most valuable constituent of human food, and it is now at the command of all, whereas formerly it was sold almost as a medicine along with other medicines, or as a precious luxury like fruits or vegetables forced under glass.

There is rather a glut of centenaries and they may be mere forms of advertisement. It is quite possible that the Societies of Agriculture, of Science, and of Art at Douai, may be told this, but there seems more sense in such a celebration than there is in the commemoration of an obscure battle the memory of which may prove very mixed feelings.

THE DEEPENING OF THE CLYDE.

The labour troubles in Liverpool have drawn attention in an indirect way to the fact that the navigable channel leading to and from Glasgow Harbour is still too shallow for the trade of the port.

The shallows parts of the channel are between Glasgow and Australia which can't take in their bunkers coal at their loading berths in the upper harbour, because their draught would become too great, and they therefore usually call at Liverpool for the purpose of coaling, afterwards proceeding to Fishguard to embark passengers. Recently, however, the Anchors could not get to Liverpool because she would not be handled by the labourers there so she was shifted down the river to the new dock at Clydbank, where she was berthed.

The shallows parts of the channel are above Clydbank. Below Clydbank the vessel could pass to the open sea fully laden. The fact that vessels of 6,000 tons warranted by the trade of the port cannot load fully at any part of the harbour raises anew the many engineering problems associated with the deepening of the waterway.

The Holt steamers, which are the largest vessels sailing regularly from the Clyde, usually leave their berths on a draught of 27ft. The Anchors went down from Clydbank drawing 29ft, but in order to make sufficient provision for these vessels—not to speak of still larger ships which may yet come—a uniform depth of 31ft. is required.

Except at Elderslie Rock, above Clydbank, there are few engineering difficulties, so far as deepening is concerned. But deepening and widening must go together, and in order to widen the river, and to straighten out some of the remaining bends, ground would have to be acquired just where it is most valuable. The shipyards at Whiteinch project into the river, making a very awkward "elbow" where accidents have frequently taken place, while Meadowside Shipyard, a short distance further up, makes a "bottle-neck" in the harbour above the Kelvin. None of the shipyards can be set back, as they are bounded by public streets and railways, and they are not likely to be transferred to other sites for many years. As for Elderslie Rock, it is a huge ridge of whinstone which runs across the river below Whiteinch, and whenever the channel is deepened a section of this ridge has to be blasted away.

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SHIPPING

ARRIVALS

ANGLER, British str., 16th Sept.—Canton.
CEYLON, Malabar, Japanese str., 3,142, M.
Tosawa, 16th Sept.—Moj 11th Sept., Gen-
eral—Nippon Yusen Kaisha.
CHEON-CHUNG, Brit. str., 17th Sept.—Canton.
CHUN-SANG, United str., 1,418, C. J. Mattock,
17th Sept.—Cheribon, 8th Sept., Sugar
Jarlino, Matheson & Co.
DAVY, Norwegian str., 882, P. Solvesen, 16th
Sept.—Hongkong 15th Sept.—Aagard,
Thorsen & Co.
DAIWA MARU, Japanesestr., 2,798, K. Kobay-
shi, 17th Sept.—Wakamatsu 12th Sept.,
Coal—Mitsui Bushi Kaisha.
FUKUJI MARU, Jap. str., 3,087, H. Tomimatsu,
16th Sept.—Milko 11th Sept., Coal—Mitsui
Bussan Kaisha.
GERMANY, German str., 1,714, H. Frankau,
16th Sept.—Hongkong via Hoochow 15th Sept.,
Coal and General—Johann & Co.
HUNG-HOW, British str., 1,559, G. Hooker, 16th
Sept.—Tientsin—Wentworth, Chaffey and
Swatow 15th Sept., General—Butterfield &
Swire.
IDOMENUS, British str., 1,234, A. G. R. Paul-
dou, 17th Sept.—Foochow 15th September,
General—Butterfield & Swire.
KROYER MARU, Japanese str., 461, Masuda,
16th Sept.—Keeling 13th Sept., Coal
Mitsui Bussan Kaisha.
KWANTUNG, Chinese str., 1,536, Stewart, 16th
Sept.—Shanghai 13th Sept., General
C. M. S. N. Co.
MATTHEWS, British str., 3,420, W. H. Dorman,
15th September—Singapore 10th Sept.,
General—Shewan, Tomes & Co.
MEXICAN PRINCE, British str., 1,953, J. C.
Young, 16th Sept.—Balik Papan Bulk
oil—Atlantic Petroleum & Co.
PREUSSEN, German str., 1,586, W. Bahle, 17th
Sept.—Woosung 13th Sept., General—
Hongkong-Amerika Linie.
SHANSI, British str., 17th Sept.—Canton.
TAISHUN, Chinese str., 17th Sept.—Canton.
TELEMACHUS, British str., 1,240, Fraser, 16th
September—Saigon 11th Sept., General—
W. F. Sing.
TRIUMPH, German str., 769, W. Langschwager,
16th September—Haiphong 12th Sept.,
General—Johann & Co.
VENTURE, Norwegian str., 1,172, Bortshen,
16th Sept.—Saigon 12th Sept., General
C. M. S. N. Co.
ZAPATO, American str., 2,797, M. C. Smith,
17th Sept.—Manila 14th Sept., General—
Shewan, Tomes & Co.

DEPARTURES

16th September.
CHEON-CHUNG, British str., for Canton.
CHIYUEN, Chinese str., for Shanghai.
DELTA, British str., for Europe &c.
HELENE, German str., for Haiphong.
KOHSIANG, German str., for Swatow.
KWAN-CHUNG, British str., for Keelung.
WUH, British str., for Hongkong.
YUENSANG, British str., for Manila.
17th September.
ANUCI, British str., for Shanghai.
AUSTRIA, Austria str., for Yokohama.
BEIDERICHSEN, German str., for Haiphong.
DADIN MARU, Japanese str., for Swatow.
GERMANY, German str., for Swatow.
HALDIS, Norwegian str., for Swatow.
HUGH-ROW, British str., for Canton.
KUMERIC, British str., for Manila.
MARIS, German str., for Saigon.
BALAMUD, German str., for Swatow.
ROSENIE, British str., for Singapore.
SIGNOR, German str., for Haiphong.
UNKAI MARU, Japanese str., for Moji.

SHIPPING REPORTS

The American str. *Zafiro* reports: Moderate
breeze and sea.
The British str. *Thunberg* reports: Light to
moderate winds and sea.
The British str. *Ricagnith* reports: Light to
moderate variable winds, and fine clear
weather throughout, sea smooth.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P. M. "Co's str." *Minnesota*, from San
Francisco, sailed from Yokohama on September
9th for Hongkong, via Kobe, Nagasaki and
Manila, and is due to arrive at Hongkong on
September 22nd.

The T.K.K. str. *Tengy* Maru sailed from
Honolulu on the 12th inst., for Hongkong, and
is due to arrive at this port on or about the 13th
inst.

The P. M. S. Co. str. *Persia* sailed from
San Francisco on the 13th instant en route to
Hongkong, via Honolulu, Yokohama, Kobe,
Nagasaki and Shanghai, and is due to arrive at
Hongkong on the 11th inst.

THE AUSTRALIAN MAIL.
The P. M. str. *Prinz Sigismund* left Yap
on the 11th inst., at 2 p.m., and may be expected
here to-day.

The N.Y.K. str. *Euringer*, carrying the
German Mail, with date from Berlin of the
23rd inst., left Singapore on the 16th inst., at
3 p.m., and may be expected here on or about
the 20th inst., at night.

THE GERMAN MAIL.
The I.G.M. str. *Dorfinger*, carrying the
German Mail, with date from Berlin of the
23rd inst., left Singapore on the 16th inst., at
3 p.m., and may be expected here on or about
the 20th inst., at night.

THE INDIAN MAIL.
The Apac str. *Lightning* from Calcutta left
Singapore on the 12th instant afternoon, and
may be expected here to-day.

The Indo-China str. *Kudang* left Calcutta
for the Straits and Hongkong on the 7th inst.,
and is due here about the 23rd inst.

MERCHANT STEAMERS.
The H.-A. Linie str. *Senganga* left Singa-
pore on the 13th inst., p.m., and may be expected
here to-morrow p.m.

The str. *Glenfarg* left Singapore on the 14th
inst., and is due here on or about the 20th
inst.

The Olof Wijk & Co. str. *Yeddo* left Vladivostok on the 12th instant, and is expected to
arrive here on the 20th inst.

The P. & O. S. N. Co.'s str. *Sumatra* left
Singapore for this port on the 15th inst., at 9
a.m., and is due here on the 20th inst., at about
noon.

The T.K.K. str. *America* Maru sailed from
Honolulu on the 12th inst., en route to Hong-
kong, the mails, passengers and cargo to be
transferred to Yokohama to s.s. *Nippon Maru*.

The O.S.K. str. *Chicago Maru* left Tacoma
for this port via Japan and Manila on the 19th
inst., and is due here on or about the 27th inst.

The T.K.K. str. *Hongkong Maru* sailed from
Valparaiso on the 9th instant for Hongkong
via Iquique, Callao, Suina Cruz, Manzanillo,
Honolulu, Yokohama, Kobe and Moji.

The T.K.K. str. *Buoy Maru* arrived at Yoko-
hama on the 10th inst., from South American
ports, en route to the 15th inst., and is due
to arrive here on or about the 25th inst.

The T.K.K. str. *Shinyo Maru* will sail from
San Francisco on the 14th instant en route to
Honolulu via Hongkong, Yokohama, Kobe,
Nagasaki and Shanghai.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "b.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAME	FLAG & R.R.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SARDINIA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On 20th inst., at 10 A.M.
LONDON, &c. via USUAL PORTS OF CALL	ASSAYE	Brit. str.	—	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	On 30th inst., at Noon
LONDON, HAMBURG & ANTWERP, &c.	GLENTURRET	Brit. str.	—	J. Jagger	HAMBURG-AMERIKA LINE	About 30th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	FURST BULOW	Ger. str.	k. w.	v. Döhren	HAMBURG-AMERIKA LINE	On 11th Oct.
ROTTERDAM & HAMBURG & HAMBURG, &c.	BELOVATIA	Ger. str.	k. w.	Balbo	HAMBURG-AMERIKA LINE	On 31st Oct.
PREUSSEN	Ger. str.	k. w.	Weyhausen	—	HAMBURG-AMERIKA LINE	To-morrow
RHEINFELS	Ger. str.	k. w.	—	—	—	On 29th Sept.
SEVELIA	Ger. str.	k. w.	—	—	—	On 10th Oct.
SENEGAMBIA	Swed. str.	k. w.	—	Rosenau	HAMBURG-AMERIKA LINE	On 25th Oct.
YEDDO	Swed. str.	k. w.	—	Eckhorn	HAMBURG-AMERIKA LINE	On 26th inst.
KAMO MARU	Jap. str.	k. w.	—	Sommer	NISSON YUSEN KAISHA	On 27th inst., at D'light
AKI MARU	Jap. str.	k. w.	—	K. Homma	NISSON YUSEN KAISHA	On 11th Oct., at D'light
VOERWAERTS	Aus. str.	k. w.	—	R. Dannecker	MELCHERS & CO.	On 20th inst., at Noon
BUELOW	Jap. str.	k. w.	—	H. Formes	OSAKA SHOSEN KAISHA	On 3rd Oct., at 11 A.M.
CHICAGO MARU	Jap. str.	k. w.	—	—	NISSON YUSEN KAISHA	On 10th Oct., at Noon
TAMBA MARU	Jap. str.	k. w.	—	—	CANADIAN PACIFIC R. CO.	On 23rd inst., at 6 P.M.
EMPEROR OF JAPAN	Brit. str.	1 m.	—	—	THE BANK LINE, LIMITED	On 3rd Oct.
KUMEDIC	Brit. str.	2 m.	—	—	CANADIAN PACIFIC R. CO.	On 14th Oct., at Noon
MONTEAU	Brit. str.	2 m.	—	—	NISSON YUSEN KAISHA	On 17th Oct., at 11 A.M.
CANADA MARU	Am. str.	2 m.	—	—	PACIFIC MAIL S. CO.	On 30th inst., at 1 P.M.
MONGOLIA	Jap. str.	2 m.	—	—	TOYO KAISEN KAISHA	On 6th Oct., at Noon
NIPPON MARU	Brit. str.	2 m.	—	—	PACIFIC MAIL S. CO.	On 20th Oct., at 1 P.M.
PERSIA	Jap. str.	2 m.	—	—	NISSON YUSEN KAISHA	On 29th inst., at Noon
NIKKO MARU	Brit. str.	2 m.	—	—	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
CHANGSHA	Brit. str.	2 m.	—	—	MELCHERS & CO.	On 7th Oct., at D'light
PRINZ SIGISMUND	Brit. str.	2 m.	—	—	—	About 19th inst.
PRINZ SOISMUND	Brit. str.	2 m.	—	—	—	On 28th inst., at 11 A.M.
PRINZ SOISMUND	Brit. str.	2 m.	—	—	—	On 27th inst., at Noon
PRINZ SOISMUND	Brit. str.	2 m.	—	—	—	Quick despatch
PRINZ SOISMUND	Brit. str.	2 m.	—	—	—	On 14th Oct., at Noon
TIJDAO	Brit. str.	2 m.	—	—	—	To-morrow, at 4 P.M.
TSINGTAU	Brit. str.	2 m.	—	—	—	To-morrow, at Noon
KOBÉ & YOKOHAMA	Brit. str.	2 m.	—	—	—	On 20th inst., at 4 P.M.
KOBÉ & YOKOHAMA	Brit. str.	2 m.	—	—	—	On 21st inst., at 4 P.M.
YOKOHAMA	Brit. str.	2 m.	—	—	—	On 22nd inst., at Noon
YOKOHAMA	Brit. str.	2 m.	—	—	—	On 23rd inst., at M'night
YOKOHAMA	Brit. str.	2 m.	—	—	—	On 26th inst., at Noon
YOKOHAMA	Brit. str.	2 m.	—	—	—	On 27th inst.
YOKOHAMA	Brit. str.	2 m.	—	—	—	About 28th inst.
YOKOHAMA	Brit. str.	2 m.	—	—	—	About 29th inst.
YOKOHAMA	Brit. str.	2 m.	—	—	—	About 30th inst.
YOKOHAMA	Brit. str.	2 m.	—	—	—	About 31st inst.
YOKOHAMA	Brit. str.	2 m.	—	—	—	About 1st Oct.
YOKOHAMA	Brit. str.	2 m.	—	—	—	Quick despatch.
YOKOHAMA	Brit. str.	2 m.	—	—	—	From Hongkong, at Noon
YOKOHAMA	Brit. str.	2 m.	—	—	—	Will be despatched for the above ports on or about 30th inst.
YOKOHAMA	Brit. str.	2 m.	—	—	—	For Freight or Passage, apply to SHEWAN, TOMES & CO.
YOKOHAMA	Brit. str.	2 m.	—	—	—	Agents,
YOKOHAMA	Brit. str.	2 m.	—	—	—	Princes' Buildings.
YOKOHAMA	Brit. str.	2 m.	—	—	—	Hongkong, 28th August, 1911. [114]

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on Through Bills of Lading to
Rangoon, Madras and Mauritius.)

THE Steamship

"JAPAN,"
Captain A. Stewart, will be despatched for
the above Ports TO-MORROW, the 19th inst.
at Noon.

For Freight or Passage, apply to
DAVID SASSEN & CO., LTD.,
Agents.

Hongkong, 15th September, 1911. [114]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEN,
SUEZ AND PORT SAID,
(Taking Cargo at through rates to the PERSIAN
GULF, RED SEA, BLACK SEA,
LEVANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PE	SAEDINA	10 A.M.	Freight and Passage.
NANG, COLOMBO, PORT SAID and MARSEILLES	Capt. C. C. Talbot, R.N.R.	20th Sept.	
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUMATRA CANDIA Capt. W. R. Hickey, ...	5 P.M. About 28th Sept.	Freight and Passage. Freight only.
SHANGHAI	DELHI DEVANHA Capt. H. S. Bradshaw Capt. H. Powell, ...	About 29th Sept. About 13th Oct.	Freight and Passage. Freight and Passage.

LONDON VIA USUAL PORTS ASSAYE Noon Sea Special
OF CALL Capt. G. W. Cockman, R.N.R. 30th Sept. Afternoon

For Further Particulars apply to E. A. HEWETT,
Superintendent, [1]

Hongkong, 18th September, 1911.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HOIHOW and HAI PHONG	"SUNGKIALANG"	On 19th Sept., 12 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 19th Sept., 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 19th Sept., 4 P.M.
SHANGHAI	"CHENAN"	On 21st Sept., 4 P.M.
MANILA, ZAMBANGA, THUSSA, DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"LINAN"	On 23rd Sept., 12 M.
MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING"		DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
5.S. "LINTAN" and S.S. "SANUL."		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fan in the State-rooms. A duly qualified Surgeon is carried throughout and Electric Fan fitted; Extra State-rooms on Deck, aft. Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft.

REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING" (S.S. "KAIFONG") is situated on Deck, aft. Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fan in the State-rooms and Dining Saloon.

leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to BUTTERFIELD & SWIBRE, AGENTS [10]

Hongkong, 18th September, 1911.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILEINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYSONG"	Tuesday, 19th Sept., Noon.
TIENTSIN via SWATOW & CHEFOO	"CHEONGSHING"	Tuesday, 19th Sept., 4 P.M.
SANDAKAN	"MAUSANG"	Thursday, 21st Sept., Noon.
SHANGHAI	"HANGSANG"	Friday, 22nd Sept., Noon.
MANILA	"LOONGSANG"	Saturday, 23rd Sept., 2 P.M.
SHANGHAI, KOBE & MOJI	"RUTSANG"	Tuesday, 26th Sept., Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Thursday, 28th Sept., Noon.
MANILA	"YUENSANG"	Saturday, 30th Sept., 2 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 3rd Oct., Noon.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUNSONG," "NAMSANG" and "FOOKSONG" leave about every 3 weeks

Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtao, Weihaiwei, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS. [15]

Hongkong, 18th September, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPF-SCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO.

MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British

Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean

Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SUNGHAI, KOBE & YOKOHAMA:

S.S. SENEGAMBIA ... 20th Sept.

S.S. BAYERN ... 6th Oct.

S.S. ARCADIA ... 13th Oct.

S.S. SLAVONIA ... 3rd Nov.

S.S. SCANDIA ... 16th Nov.

S.S. SPEZIA ... 2nd Dec.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office. [12]

Hongkong, 16th September, 1911.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS CAPTAIN LEAVING

"HAITAN" ... Capt. J. S. Roach THURSDAY, 21st Sept., at 1 P.M.

"HAIYANG" ... Capt. J. W. Evans TUESDAY, 26th Sept., at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & CO.,

GENERAL MANAGERS.

Hongkong, 18th September, 1911.

TOYO KISEN KAISHA.

**IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.**

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILEINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS TONS CAPTAIN DATE OF SAILING

* NIPPON MARU ... 11,000 ... A. G. Stevens FRIDAY, 6th Oct., at Noon.

* TENYO MARU ... 21,000 ... E. Bent FRIDAY, 13th Oct., at Noon.

* SHINYO MARU ... 21,000 ... H. S. Smith FRIDAY, 3rd Nov., at Noon.

* CHIYO MARU ... 21,000 ... W. W. Greeno FRIDAY, 1st Dec., at Noon.

+ Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 6th October, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILEINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMERS TONS CAPTAIN DATE OF SAILING

BUYO MARU ... 10,500 ... SATURDAY, 14th October, at Noon.

HONGKONG MARU ... 11,000 ... WEDNESDAY, 13th December, at Noon.

KIYO MARU ... 17,500 ... TUESDAY, 18th February, at Noon.

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU.

on SATURDAY, 14th October, at Noon.

FARES FROM HONGKONG:

To LONDON £71.10. To VALPARAISO £71.10. Yen 570.00.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense.

TO EUROPEAN POINTS:—Officers of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN and UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

(*These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" "CHIYO MARU" and "SHINYO MARU" are fitted with

Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier). [339]

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1912.

PROPOSED SAILEINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

"GRAETZ."

METALLIC FILAMENT



EHRICH & GRAETZ,

BERLIN S. O. 36.

LAMPS

Saving in current 70%

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 15th September, 1911.

**BERLIN-GUBENER
HUTFABRIK ACT. GES.**
VORM. A. COHN GUBEN III.
(GERMANY).

ESTABLISHED 1889.

Manufacturers and Exporters of all kinds of
FELT AND WOOL HATS SOFT AND STIFF.

DAILY PRODUCTION 26,000 HATS BY 3,500 WORKMEN.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 15th September, 1911.

HOEHL Extra
Dry.

Gout Americain.

Obtainable in Small Cases of

12 Pints, at \$19.00 Per Case.

For Orders please Write or Telephone to

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 15th September, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN ROUTE TO EUROPE.

The attention of the public is drawn to page 10, para 20, of the Hongkong Postal Guide for 1911. Stamps intended for Postage purposes may be perforated but not obliterated.

The *Binday*, with the Siberian Mail, is expected to arrive here to-morrow, at 1.00 p.m.

FOR	PER	DATE
Haiphong	Carl Diederichsen	Monday, 18th, 8.00 A.M.
Macao	Sui Tai	Monday, 18th, 1.15 P.M.
Kobe	Tytjorpen	Monday, 18th, 2.00 P.M.
Chinampo (Korea)	Unkei Maru	Monday, 18th, 3.00 P.M.
Hoitow and Haiphong	Sanktong	Monday, 18th, 5.00 P.M.
Singapore, Colombo and Penang	Ceylon Maru	Tuesday, 19th, 10.00 A.M.
Singapore, Penang and Calcutta	Japan	Tuesday, 19th, 11.00 A.M.
Shanghai	Choyang	Tuesday, 19th, 11.00 A.M.
Batavia, Charibon, Samrong and Sourabaya	Tjilatjap	Tuesday, 19th, 11.00 A.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	Easter	Tuesday, 19th, 11.00 A.M.
Macao	Sui Tai	Tuesday, 19th, 1.15 P.M.
Weihaiwei, Chefoo and Tientsin	Huichow	Tuesday, 19th, 3.00 P.M.
Manila, Cebu and Illoilo	Taming	Tuesday, 19th, 3.00 P.M.
Swatow, Tsingtau, Weihaiwei, Chefoo and Tientsin	Cheongsing	Tuesday, 19th, 3.00 P.M.
Singapore, Penang and Colombo	Sardina	Wednesday, 20th, 9.00 A.M.

EUROPE, &c., INDIA VIA TUTICOBIN, (Late Letters 11.00 A.M. to 11.30 A.M.)

Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao	Sui Tai	11.00 A.M.
Manila, Cebu and Illoilo	Zafiro	1.15 P.M.
Shanghai, Moji, Kobe and Yokohama	Sumatra	2.00 P.M.
Sandakan	Mausang	4.00 P.M.
Swatow, Amoy and Foochow	Hastan	7.00 P.M.
Macao	Sui Tai	11.00 A.M.
Shanghai	Chenon	1.15 P.M.
Macao	Hangson	3.00 P.M.
Manila	Sui Tai	3.00 P.M.
Loozang	Loozang	22nd, 11.00 A.M.
Manila	Sui Tai	22nd, 1.15 P.M.
(Taking Mails for Cebu and Illoilo)	Registration, Fowloon B.O.	23rd, 1.00 P.M.
Macao	Registration, Fowloon B.O.	23rd, 3.00 P.M.

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA AND VANCOUVER (H.C.) SIBERIAN MAIL TO EUROPE

Shanghai and Sourabaya

Shanghai, Kobe and Moji

Singapore, Penang and Calcutta

EUROPE, &c., INDIA VIA TUTICOBIN, Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)

Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail)

Swatow Amoy and Foochow

Zamboanga, Port Darwin, Thursday Is., Cooktown, Cairns, Townsville, Brisbane, Sydney Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle

SHANGHAI, NAGASAKI, KORE, YOKKAICHI, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO SIBERIAN MAIL TO EUROPE

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

September 16th.

ON LONDON—
Telegraphic Transfer 1.92
Bank Bills, on demand 1.92
Bank Bills, at 30 days' sight 1.92
Bank Bills, at 4 months' sight 1.92
Credits, at 4 months' sight 1.10
Documentary Bills 4 months' sight 1.10ON PARIS—
Bank Bills, on demand 2.27
Credits, at 4 months' sight 2.31ON GERMANY—
On demand 1.84ON NEW YORK—
Bank Bills, on demand 4.32

Credits, at 60 days' sight 4.42

ON HONGKONG—
Telegraphic Transfer 1.34

Bank, on demand 1.34

ON CALCUTTA—
Telegraphic Transfer 1.34

Bank, on demand 1.34

ON SHANGHAI—
Bank, at sight 7.54

Private, 30 days' sight 7.6

ON YOKOZAMA—On demand 8.84

ON MANILA—On demand 2.83

ON SINGAPORE—On demand 7.61

ON BATAVIA—On demand 10.81

ON HAIPHONG—On demand 14.7 pm.

ON SAIGON—On demand 1 pm.

ON BANGKOK—On demand 8.41

SOVEREIGNS, Bank's Buying Rate 31.05

GOLD LEAF, 100 fine, per tael 857.70

BAR SILVER, per oz 24.42

SUBSIDARY COINS.

per cent

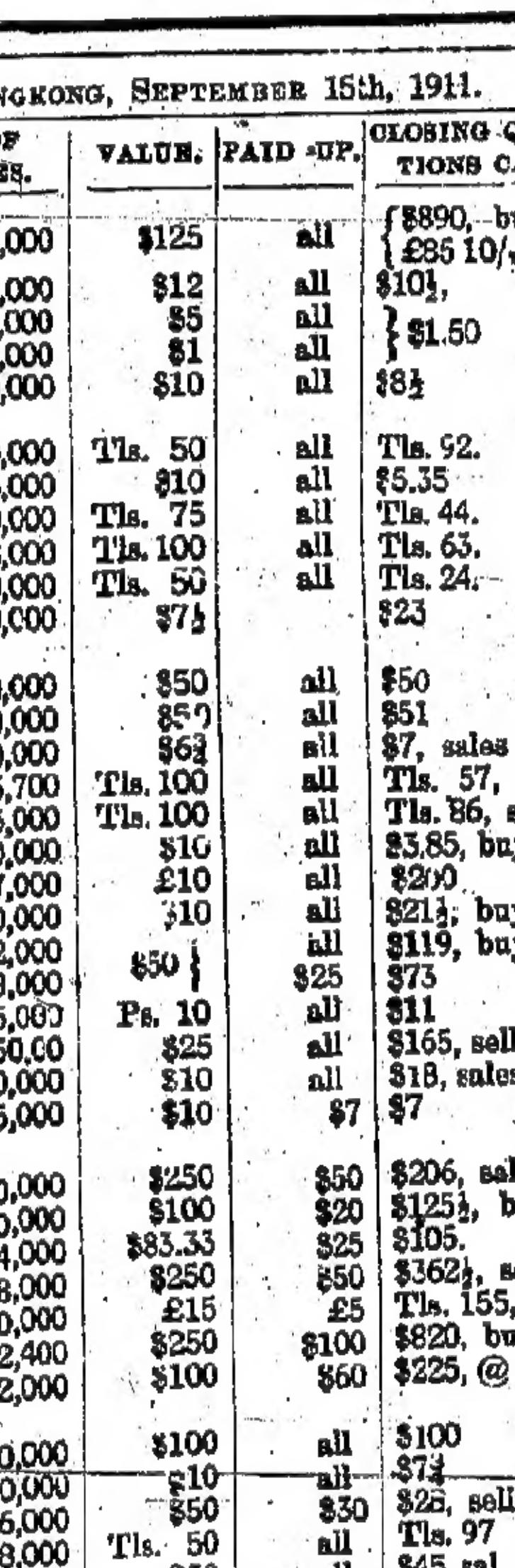
Chinese 20 cents pieces 5.20 discount

Chinese 10 " 15.88

Hongkong 20 " 5.00 "

Hongkong 10 " 5.42 "

THE CIGARETTES OF DISTINCTION

Bouton Rouge**and Felucca**

A LUXURY TO

THE MAN

OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.

[53]

SHARE LIST.—QUOTATIONS. HONGKONG, SEPTEMBER 15th, 1911.

STOCKS. NO. OF SHARES. VALUE PAID UP. CLOSING QUOTATIONS CASH.

BANKS—
Hongkong & Shanghai Bank Corporation 120,000 \$125 all \$890, buyers

China Borneo Company, Limited 60,000 \$12 all \$101

China Light and Power Company, Limited 50,000 \$5 all \$1.50

China Provident, Loan & Mortgage Co., Ltd. 200,000 \$10 all \$81

COTTON MILLS—
Ewe Cotton Spinn. & Weaving Co., Ltd. 20,000 Tls. 50 all \$1.92

Hongkong Cotton Spinning Co., Ltd. 125,000 Tls. 50 all \$3.35

International Cotton Manufacturing Co., Ltd. 10,000 Tls. 75 all \$1.44

Laon-Kung & Co. Spin & Weav. Co., Ltd. 8,000 Tls. 100 all \$1.53

Soy Chee Cotton Spinning Co., Limited 20,000 Tls. 50 all \$2.4

Dairy Farm Company, Limited 40,000 Tls. 75 all \$23

DOCKS AND WHARVES—
Hong Kong & Kowloon Wharf & Co., Ltd. 60,000 \$50 all \$50

Hongkong & Whampoa Dock Co., Ltd. 50,000 \$62 all \$7. sales

New Amy Dock Co., Limited 10,000 \$62 all \$1.50

Shanghai Dock and Engineering Co., Ltd. 55,700 Tls. 100 all \$1.50

Shanghai and Hongkong Wharf Co., Ltd. 36,000 Tls. 100 all \$1.50

Green Island Cement Co., Limited 400,000 \$100 all \$3.85, buyers

Hongkong and China Gas Co., Limited 7,000 \$100 all \$2.21, buyers

Hongkong Electric Co., Limited 60,000 \$100 all \$1.19, buyers

Hongkong Hotel Company, Limited 6,000 \$50 all \$1.75

Manila Metropole Hotel Limited 15,000 Tls. 10 all \$1.11

Hongkong Ice Company, Limited 50,000 \$25 all \$1.65, sellers

Hongkong Rope Manufacturing Co., Limited 60,000 \$10 all \$1.8, sales

Hongkong & South China Steam Fisheries Co., Ltd. 15,000 \$10 all \$7

INSURANCES—
Canton Insurance Office Co., Limited 10,000 \$250 all \$206, sales

China Fire Insurance Co., Limited 20,000 \$200 all \$125, buyers

China Traders Insurance Co., Limited 24,000 \$83.33 all \$105

Hongkong Fire Insurance Co., Limited 8,000 \$250 all \$52, sellers

North-China Insurance Co., Limited 10,000 \$15 all \$25

Union Insurance Society, Limited 12,400 \$250 all \$820, buyers

Yangtze Insurance Association, Limited 12,000 \$100 all \$225, @ Ex 73

LANDS AND BUILDINGS—
Hongkong Land Investment Agency Co., Ltd. 50,000 \$100 all \$100

Humphreys' Estate and Finance Co., Ltd. 150,000 \$100 all \$74

Kowloon Land and Building Co., Ltd. 6,000 \$50 all \$22, sellers

Shanghai Land Investment Co., Limited 78,000 Tls. 97 all \$45, sal. & bu.

West Point Building Co., Limited 12,500 \$50 all \$25

MINING—
Societe Francaise des Charbonnages du Tonkin 16,000 For. 250 all \$700

Raub Australian Gold Mining Co., Ltd. 200,000 \$1 all